


City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 20, 2005

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER 

SUBJECT: CONSIDERATION OF RECOMMENDATIONS ON PROPOSED TRAFFIC SIGNAL TO BE LOCATED AT THE INTERSECTION OF JAMIESON AVENUE AND DULANEY STREET

ISSUE: City Council consideration of a recommendations regarding installation of a traffic signal at Jamieson Avenue and Dulaney Street.

RECOMMENDATION: That City Council authorize installation of a traffic signal at the intersection of Jamieson Avenue and Dulaney Street.

BACKGROUND: Based on the Transportation Division's ongoing monitoring of traffic operations throughout the City, staff evaluated concerns regarding vehicle conflicts and pedestrian accessibility at the intersection of Jamieson Avenue and Dulaney Street using criteria contained in the Manual on Uniform Traffic Control Devices (MUTCD) and engineering judgment. Staff's evaluation concluded that this location meets established criteria for installation of traffic signal control. This matter was considered by the Traffic and Parking Board on May 23rd, 2005. Although one citizen spoke in opposition, voicing his concerns related to growth and development and its impact on local residents, the Board voted unanimously to recommend approval of the request to install this signal.

DISCUSSION: A warrant evaluation conducted by staff concluded that three (3) out of eight (8) of the MUTCD traffic signal warrants have been met, justifying further consideration of traffic signal control. These three warrants which have been met included four-hour vehicular volume, peak hour vehicular volume, and pedestrian volume. Only one warrant condition needs to be met to justify consideration of traffic signal control. The MUTCD is approved by the Federal Highway Administration as the national standard for traffic control devices. An engineering study completed by staff further concluded that this signal would improve the operation and safety of this crossing location.

Dulaney Street is a major access point for the Carlyle development from Duke Street. The PTO/Carlyle development has a “campus” nature, which includes a variety of retail and commercial establishments that offer a diversity of convenient services, such as restaurants, banks, and dry cleaners. This generates a considerable number of internal pedestrian trips and a high turnover rate for parking. There is also significant activity among multiple modes of transportation including transit and taxicabs.

The current multi-lane approach on Dulaney Street, coupled with an all-way stop control, creates some uncertainty among drivers and pedestrians about right-of-way, creating conflicts and "near misses." This is further complicated by the high number of pedestrians (nearly 1000 during the midday peak hour), who traverse this intersection. Although the all-way stop has shown some success in mitigating these issues, a signal would further ensure safe and efficient crossing for the high number of pedestrians who have a constant presence throughout the day.

Field reviews revealed that during the peak periods (AM, Midday, and PM) drivers and pedestrians have difficulty discerning whether they have the right-of-way, leading to a mix of tentative and aggressive movements and “face-to-face” conflicts between various modes (pedestrians, cars, buses, etc.). Occasionally, drivers fail to yield to pedestrians, who are a less-formidable rival in gaining right-of-way and sometimes overlooked in lieu of more visible vehicular traffic.

Based on the results of the detailed analysis, staff recommends that a traffic signal be installed at the intersection of Jamieson Street and Dulaney Street.

FISCAL IMPACT: The construction cost of the traffic signal is estimated to be \$100,000, to be funded from approved Capital Improvement Program funds.

STAFF:

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